





## Mails

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.

Proposed sailings from Hongkong.

Ship	Day	Month
Victoria	Tuesday	March 19.
Tacoma	Tuesday	April 23.
Sikh	Tuesday	May 14.
Sikh	Tuesday	June 4.

THE Steamship SIKH, Captain J. Fowler, sailing at Noon, on TUESDAY, the 19th March, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Similar Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, March 14, 1895. 439

## Notices to Consignees.

## NORDEUTSCHER LLOYD.

## NOTICE TO CONSIGNEES.

## STEAMSHIP BAYERN.

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable articles, being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before 4 p.m. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st Instant, at 3 p.m.

All Claims must reach us before the 23rd Instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by MELOERS & Co., Agents.

Hongkong, March 14, 1895. 531

## FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Nioke, Captain F. G. Peary, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Any Cargo impeding their discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, March 12, 1895. 514

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. Wingang having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon on FRIDAY, 15th Instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, March 12, 1895. 517

## SUIRE LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. MEIKONETHSHIRE, FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, March 12, 1895. 518

## FOR SALE.

## JAPAN HAND-MADE PAPERS.

## JAPAN PRINTING PAPERS.

## JAPAN COPYING PAPERS.

## JAPAN WALL PAPERS.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSHAN KAISHA.

8, Queen's Road Central.

Hongkong, January 2, 1895.

## Intimations.

## CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Seventeenth Ordinary Annual Meeting of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, Pedder's Street, at Noon, on THURSDAY, the 23rd March, for the purpose of receiving a Report of the General Agents with a Statement of Accounts to the 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 15th to 23rd March, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, March 9, 1895. 501

## LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE Thirtieth Ordinary Annual Meeting of the SHAREHOLDERS of the Company will be held at the Office of the General Agents, Pedder's Street, at 12.30 p.m., on THURSDAY, 23rd March, for the purpose of receiving a Report from the General Agents with a Statement of Accounts to 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 15th to 23rd March, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, March 9, 1895. 502

## WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

A. P. ROHM, Proprietor and Manager.

Hongkong, November 24, 1894. 1907

## CHAS. J. GAUPP &amp; Co., Chemist, Watch &amp; Clock Makers, Jewellers, Gold &amp; Silversmiths.

## NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGEUR'S COMPASSES, BINOCULARS AND TELESCOPES, RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Christened & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY.

DIAMONDS AND DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

## To Let.

TO LET.

## DWELLING HOUSES.

"HIGHER," at MAGAZINE GAP, "DES VUEX VILLAS," at THE "PAVILLON," at ROBINSON ROAD, (partly furnished), "RAVENSHILL," West, on ROBINSON ROAD.

FLOORS in BLUE BUILDINGS, FLOORS in ELGIN STREET, PERL STREET and STATION STREET, FLOORS in No. 5, SHELLEY STREET.

GODOWNS—BLUE BUILDINGS, No. 7, PRATA CENTRAL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, March 5, 1895. 215

## To-day's Advertisements.

## NORDEUTSCHER LLOYD.

NOTICE.

THE Company's Steamship NURNBERG will leave for JAPAN, and the Company's Steamship BAYERN for SHANGHAI, TO-MORROW (SATURDAY) MORNING, the 16th Instant, at 10 a.m.

The Mails will close at the Post Office at 5 p.m.

MELOERS & Co., Agents.

Hongkong, March 15, 1895. 539

## FOR VLADIVOSTOK, VIA SHANGHAI AND PORTS OF CALL.

(Taking Cargo at through rates to NAGASAKI and OOKAN PORTS).

The Steamship "Gloria," Capt. D. S. BAILEY, will be despatched as above on TUESDAY, the 19th Instant, at 5 o'clock p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, March 15, 1895. 535

## PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

Situate at Victoria, Hongkong, TO BE SOLD, ON FRIDAY,

the 22nd March, 1895, at 3 o'clock p.m., at the Premises,

Lot 1. The Tenement No. 31, First Street.

Lot 2. The Tenement No. 33, First Street.

Lot 3. The Tenement No. 35, First Street.

Lot 4. The Tenement No. 37, First Street.

The above Tenements are situate on the REMAINING PORTION OF INLAND LOT No. 452.

For further Particulars and Conditions of Sale, apply to

V. H. DEACON, Solicitor, or to J. M. ARMSTRONG, Auctioneer, Hongkong.

Hongkong, March 15, 1895. 537

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Amsterdam, &c.	Oceanic (s)	Butterfield & Swire	March 19, at noon.
Bremen & Ports of Call.	Bayern (s)	Norddeutscher Lloyd	April 1, at 3 p.m.
London, v. Suez Canal	Aden (s)	P. & O. S. N. Co.	March 27, at noon.
London & Ports of Call	Myrrillon (s)	Butterfield & Swire	March 29, at noon.
London & Hamburg	Eliaz (s)	Arnhold, Karberg & Co.	About March 25.
London & Hamburg	Garnthorpe (s)	Doddwell, Carlill & Co.	About March 25.
London, via Amoy	Malacca (s)	P. & O. S. N. Co.	About March 25.
Manila, v. Suez Canal	Saghalien (s)	Messageries Maritimes	March 16, at 4 p.m.
Manila and Genoa	Spondilus (s)	Arnhold, Karberg & Co.	About March 25.
New York	Sintra (s)	Carlson & Co.	Quick despatch.
New York	Lucy A. Nickols	O. & G. S. N. Co.	Quick despatch.
S. Francisco, v. Japan	Coptic (s)	Facin Mail & S. O.	April 17, at noon.
S. Francisco, v. Japan	Julia E. Starbuck	Shaw & Co.	Quick despatch.
San Francisco	Monmouth (s)	Butterfield & Swire	March 19, at noon.
Sandakan and Kudat	Monmouth (s)	Butterfield & Swire	March 19, at noon.
Shanghai	Bayern (s)	Norddeutscher Lloyd	March 16, at 10 a.m.
Shanghai	Polyan (s)	Sinclair & Co.	March 19, at 4 p.m.
Shanghai	Polk (s)	P. & O. S. N. Co.	About March 25.
Shanghai and Kobe	Gisela (s)	Sander & Co.	March 16, at noon.
Spara, Penang & Ctt	Wingang (s)	Jardine, Matheson & Co.	March 19, at noon.
Spara, Amoy & Fuzhou	Wingang (s)	Jardine, Matheson & Co.	March 19, at noon.
Singapore, v. Suez Canal	Empress of Japan (s)	Adams, P. & Co.	March 29, at noon.
Victoria (B.C.)	Sikh (s)	Nor. P. & S. R. Co.	March 19, at noon.
Vladivostok, &c.	Gisela (s)	Nippon Yusen Kaisha	March 19, at 5 p.m.
Yokohama and Kobe	Changsha (s)	Butterfield & Swire	March 16, at noon.
Yokohama, Kobe & Nankai	Nürnberg (s)	Norddeutscher Lloyd	March 16, at 10 a.m.

## To-day's Advertisements.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship Gloria having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

This Vessel brings on Cargo from Venice, ex s.s. Mosambique, transhipped at Trieste, from Calcutta, ex s.s. Aglaia, transhipped at Colombo, from Trieste, ex s.s. Imperator, transhipped at Bombay.

Optional Cargo will go on to SHANGHAI unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Instant will be subject to rent.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, March 15, 1895. 525

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong: Harbours.

ARDAMIRAL, British ship, Capt. S. W. Crosby, Admiralty.

SHIRAZ, Standard Oil Co.

LOVE A. NICKELS, Amer. barque, Capt. A. B. Colson, Laido & Regge.

RAJAH, German ship, Capt. Belmer, Melchers & Co.

## SHIPPING.

## ARRIVALS.

March 14.—

Callithian, British steamer, 1,400, Nid Shannun, Kobe March 6, General—Gibbs, LIVINGSTON & Co.

March 15.—

Halcyon, British steamer, 1,183, F. D. Goddard, Foonch March 12, Amoy 13, and Swatow 14, General.—DOUGLAS STEAMSHIP CO.

Feij, Danish steamer, 397, C. L. Strand, Pakhoi March 12, and Hainan 14, General.—ARNHOLD, KARBERG & Co.

## DEPARTURES.

March 15.—

Alexandria, German cruiser, for Singapore, Parthian, for Saigon.

Nioke, for Yokohama.

Agr, for Kutchinopolis.

Strait of Dover, for Saigon.

Avonora, for Yokohama.

Gorda, for Singapore and Hamburg.

Felix, for Amoy.

Rupeh, for Singapore.

## CLEARED.

Governor Robie, for Hilo.

Benlowers, for Saigon.

Changsha, for Yokohama.

Merionethshire, for Nagasaki.

Dietrich, for Bangkok.

Ethiopia, for Moji.

Michael Jensen, for Haiphong.

## PASSENGERS.

Arrived.

Per Hainan, from Coast Ports, Mr. and Mrs. A. S. Van Dyck and 4 children, Mr. and Mrs. C. O. de Remedios and 3 children, Mrs. L. W. Kip, Messrs. A. B. Motlowe, Schonfeld and Mendham, and 187 Chinese.

Per Feij, from Pakhoi, 214 Chinese.

DEPARTED.

Per Parthian, for Saigon, 12 Chinese.

Per Straits of Dover, for Saigon, 12 Chinese.

Per Gorda, for Singapore, 1 European, and 12 Chinese.

Per Changsha, for Yokohama, 7 Europeans.

Per Dietrich, for Bangkok, 20 Chinese.

Per Ethiopia, for Moji, 1 European.

Per Michael Jensen, for Haiphong, 25 Chinese.

SHIPPING REPORTS.

The British steamer Callithian reports: Left Kobe at noon, 8th Instant, called at Moji, when a quantity of bunker coals were taken on, and left again at 6.30 a.m., 10th Instant, passed Otsu at 1 p.m., 13th, Lammeck at 3 a.m., 14th, arrived in port.

## MEMOS. FOR TO-MORROW.

## Shipping.

10 a.m.—Bayern leaves for Shanghai.

10 a.m.—Nürnberg leaves for Japan.

4 p.m.—Yokohama leaves for Manila.

Goods leave for Shanghai, &c.

Changsha leaves for Yokohama, &c.

## Auctions.

2.30 p.m.—Auction of Household Furniture, &c., at Mr. Geo. P. Lamont's.

## Meetings.

5.30 p.m.—Meeting of Porosvarano Lodge.

## Miscellaneous.

2.45 p.m.—Competition of the Hongkong Rifle Association.

Goods per Pindama undelivered after this date subject to rent.

## General Memoranda.

Monday, March 15.—

Goods per Merionethshire undelivered after this date subject to rent.

Tuesday, March 16.—

Goods per Wide undelivered after this date subject to rent.

Wednesday, March 20.—

10 a.m.—Tenders for Supplying Beef, &c., received at R. N. Hospital.

Thursday, March 21.—

Goods per Bayern undelivered after this date subject to rent.

Friday, March 22.—

3 p.m.—Auction of Leasehold Property, at First Street.

Saturday, March 23.—

Noon.—Meeting of Shareholders of The China & British Steamship Co., Ltd., at the Company's Office.

0.30 p.m.—Meeting of Shareholders of The Hongkong Rope Manufacturing Co., Ltd., at the Company's Office.

Thursday, March 28.—

Noon.—Meeting of Shareholders of The China Sugar Co., Ltd., at the Company's Office.

12.30 p.m.—Meeting of Shareholders of The Luzon Sugar Refining Co., Ltd., at the Company's Office.

3 p.m.—Auction of Stock-in-Trade and Goodwill of Hongkong Telegraph, at No. 49, Queen's Road Central.

Sunday, March 31.—

List of Contributions to the Canton Insurance



W. Robinson and Company for the highest class Piano Tuning and Repairing.

The Cheong Cheong Yee Amoy for the Straits on the 7th inst. with 891 Chinese passengers. The Amoy left on the same day with 1090 passengers.

The Board of the New Balmoral Gold Mining Co., Ltd., today received applications for a total of 1108 shares, and all together about \$5 per share were allotted in full, and 50 % of those at \$5.

New Piano Repairing Machinery arrived for W. Robinson and Company.

The course for the fourteenth race of the Royal Hongkong Yacht Club on the 21st inst. will be as follows:—From the Submarine Mining Pier, Wellington Barracks, round the White Fairway Buoy, No. 1 Dock Buoy, Dinghy off Pier, White Fairway Buoy, and No. 1 Dock Buoy (leaving all to starboard), 13 miles.

The foreign population in Yokohama Settlement at the end of last year was:—British, 797 in 295 houses; American, 293 in 106 houses; French, 124 in 50 houses; Austro-Hungarian, 25 in 8 houses; German, 103 in 45 houses; Italian, 16 in 8 houses; Dutch, 31 in 13 houses; Russian, 9 in 2 houses; Swiss, 68 in 34 houses; Portuguese, 62 in 16 houses; Danes, 13 in 4 houses; Spanish, 12 in 3 houses; Belgian, 2 in 2 houses; Hawaiian, 9 in 2 houses; Swedish and Norwegian, 11 in 9 houses; Mexican, one in one house; Chinese, 1,473 in 398 houses; total, 2,861 in 989 houses.—Official Gazette.

We learn (says the Kobe Chronicle) that the motor seen on Monday morning (4th inst.) by a number of persons near Kobe was also seen from the *Meikoumaru*, which was on the time approaching this port through the Inland Sea. From the deck of the vessel the motor appeared like a ball of fire, and was very brilliant, notwithstanding that it was a bright sunny morning. It left behind it a trail of smoke which was visible for twenty miles or more. We have been taking a telegram in the *Ozaka Asahi* that the motor fell near Tokushima, but exactly where is not known. It is described as a great fire-ball with a long trail of smoke and made a great noise as it rushed through the air.

Captain Tai of the Chinese war-ship *Kiang-ping*, who concluded the surrender at Weihaiwei at the command of Admiral Ting and Tsiang Gie, is said to have declared to Admiral Ito, in the course of the negotiations on the *Meikoumaru*, which was to belong to the Nanyang squadron and had no intention of fighting with the Japanese. The *Peiyang* squadron alone, he is reported to have added, fought with the Japanese, his war-ship had no connection with the affair. Therefore he asked Admiral Ito to allow him to depart for the Yangtze-Kiang on his own account, and the Japanese were taking delivery of the *Peiyang* squadron. His request was naturally not acceded to, and then this ingenious Captain petitioned to be appointed to the command of the *Kiang* to take the late Admiral's remains to Chefoo.

Pianos by all the best makers for Hire or monthly payments, at W. Robinson & Co.

# THE STRAITS INSURANCE COMPANY, LIMITED.

The following is the eleventh annual report for presentation to the shareholders at the eighteenth ordinary general meeting, to be held in the Company's Office, Singapore, on the 21st inst.:

To the Shareholders of the Straits Insurance Company, Limited:—The balance sheet for the year ended 31st December, 1894, shows that the accounts have been adjusted at the exchange of 2/2 per dollar.

1894.—The net premiums for the year 1894 amount to \$225,709.81 (\$100,283.47.) on which claims have been paid up to 31st December last, amounting to \$33,970.28 (\$32,030.33).

Commissions and expenses amount to \$172,541.03 (\$18,592.01), of which \$15,000 is special expenditure.

The balance of \$449,197.60 (\$48,693.15.) is carried forward.

1893.—The settlements on account of 1893 and previous years amount to \$415,091.45 (\$44,933.12). The balance remaining after closing the account, \$49,115.32 (\$3,320.16.), has been transferred to Profit and Loss Account.

Profit and Loss Account.—The interest on investments amounts to \$62,834.29 (\$5,807.01). After deducting 7 1/2 % dividend (\$45,000) paid in 1894, there remains a balance at credit of Profit and Loss Accounts of \$17,834.29 (\$1,807.01), from which the following appropriations have been made:

To Reserve Fund \$20,000  
To Underwriting Suspense Account \$40,000  
Leaving a balance of \$77,834.29

The Board now recommends that there be declared a dividend at the rate of 10 % per annum for the year 1894, amounting to \$20,000, and that \$17,834.29 (\$1,807.01) be carried forward to new Profit and Loss Account.

Directors.—On his departure from the Colony, Mr. A. N. van Gieson resigned his seat at the Board, and his place has been filled by the appointment of Mr. Leo Cheong Yee. Mr. Puthucherry having also resigned, his place has been filled by the appointment of Mr. D. C. Neave.

In accordance with the Provisions of Clause 105 of the Company's Articles of Association, Mr. D. C. Neave and Mr. Leo Cheong Yee retire from the Board, but offer themselves for re-election.

Auditors.—In accordance with Clause 146 of the Company's Articles of Association, Mr. J. Lyall and Mr. R. Dunman retire, but offer themselves for re-election.

T. O. BOGALART, Director.  
T. S. THOMSON, Director.  
Singapore, 7th March, 1895.

18 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

The Optimist: Now as to woman, generally speaking.—The disagreeable man! Yes, who's generally speaking.

You say the chicken-soup isn't good? Why, I told the cook how to make it. Perhaps she didn't catch the idea. No!

It was the chicken-soup that didn't catch the idea.

# REUTER'S TELEGRAMS.

(Supplied to the 'China Mail'.)

LONDON, March 15, 1895.  
THE PEACE PROPOSALS.  
The Peace Envoys have left Tientsin for Japan.

# SUPPOSED LOSS OF A SPANISH CRUISER.

The Spanish cruiser *Reina Regenta*, with a crew of 450, left Tangier in stormy weather, and has not since been heard of; wreckage supposed to be from the cruiser has been found.

# REPORTED INTENDED MOVEMENTS OF THE JAPANESE IN SOUTH CHINA.

The Times correspondent at Kobe states that the Japanese intend to occupy the Pescadores as a base of operations against Formosa and South China.

# THE CHINA-JAPAN WAR.

THE GALLANT DEFENCE OF LEUKUNGTAU.

# SCURRY TREATMENT OF FOREIGNERS.

# CHINESE GOVERNMENT BREAKING FAITH.

(From a Correspondent.)

Obituary, March 4.

There is much dissatisfaction amongst the foreigners here with regard to the arrears of pay. The foreigners at Weihaiwei were promised double pay whilst the war was going on. On their arrival at Chefoo, where they were sent by the Japanese, after the capitulation, the foreigners find that the promises of the Chinese Government have not been fulfilled. For instance, one man who was to receive \$500 a month finds that the total sum for the last four or five months has not been paid into the Bank at Tientsin. \$300 were lodged in the bank one month, nothing for the next month, \$100 for the next and nothing for the fourth month. Other foreigners have been less fortunate, for as yet not a red cent has been paid to their account. Such is the treatment of those who stuck to Weihaiwei and Leukungtau to the last. The runaways, who added credence to the approach of the Japs, have fared best, as they were paid in full up to the end of January. After treatment of this sort it would be folly for any foreigners to join the Chinese forces.

# A TRANSFERRING TO THE RED CROSS SOCIETY.

The Great Northern Telegraph Company applied the other day through Mr. W. H. Stone, Foreign Secretary of the Communications Department, for permission to present \$500 towards the funds of the Red Cross Society. Mr. Stone is said to have himself presented 50 yen.—*Japan Advertiser*.

# SEISMOLOGICAL THEORIES.

Quite a number of the vernacular dailies have been canvassing the opinions of their readers for an explanation of the severity and frequency of the recent earthquakes. Some of the theories advanced are highly amusing, science being nowhere in the matter. The opinions of the majority are divided into three classes:—(1) the frequency of earthquakes of exceptional force shows that the Japanese arms will shortly win a succession of brilliant victories, of unparalleled magnitude; (2) the shocks portend a speedy and complete defeat of China, with subsequent disintegration of her empire; and finally, these earthquakes mean that the end of the war is not yet, and that the dying throes of China will be accompanied by political changes of vital magnitude. Nothing is even so much as hinted about increase of volcanic action, dislocation of strata, or subterranean electric discharges. Such explanations would not suit the popular palate at all.—*Japan Mail*.

# ANOTHER ANTI-BRITISH YARN.

The *Kokusan* and other Tokyo papers note that the actions of Admiral Fremont since the outbreak of the war have aroused the suspicions of the Japanese; but, the *Kokusan* admits, the British Government has really no cause to arouse any feeling on the part of the Japanese against the British nation. H. M. the Queen is said to have given to the Admiral to the effect that he should be as friendly to the Japanese as long as the interest of any British subjects or settlements were not directly infringed on. Whether such instructions have been given or not, say our contemporaries, is not known to a certainty, but the actions of Admiral Fremont require explanation.

# THE WAYS OF HOWIE.

There seems little room for doubt that Howie has been brought to Japan for trial. The expectation was that his trial would take place before the martial court at Chefoo, but the fact of his being taken to Japan is a good authority that a prisoner whose name was kept strictly secret came over in one of the transports and is now at Hiroshima. What sentence will be passed upon Howie it is of course impossible to foretell, but it is probable he will be condemned to death, and afterwards that sentence will be modified to some form and degree of imprisonment. To the Chinese he does not seem to have been of any special service. Contrary to a report from Chinese sources, which we published, he has not been able to apply to practical use the murderous invention, to sell which he and his companion crossed the Pacific. He appears to have been employed mostly in helping to fire the big guns on the ships and Lihko Island.—*Japan Advertiser*.

# THE MAN HOWIE.

If the man Howie, says a vernacular contemporary, "was really among the foreign prisoners at Weihaiwei, we advise Marshal Oyama to have him sent over to Japan. Not that we want to hurt him in any way. Only he is such a unique specimen of humanity that it would be worth while showing him in a booth at so much a head. It is quite possible that he did not get the whole of the game promised him by China in view of the fact that his little plan failed to work. Here in Japan he would find plenty of people willing to pay a few cents for the inimitable privilege of just looking at him. Or he might give a course of lectures—say on the subject of 'How I was to blow up the Japanese Fleet and what the Japanese would do to me if I did it.'—*Japan Advertiser*.

attractive. Let us have him here in Japan for a while, just for the fun of the thing. This invitation may be well-meant and express the opinions of a number of people; but for his health's sake we think Howie would do well to steer clear of the shores of Japan in future. There are too many odds to make it all plain sailing for him in this Empire.—*Japan Mail*.

# THE CHINESE GOVERNMENT AT WEIHAIWEI.

Foreign correspondents who have returned from the front have many stories to tell illustrative of their own personal hardships, and of the indomitable pluck and gallantry of the Japanese. That the foreigners were often exposed to danger will be taken for granted by most persons who have any conception of the conditions under which they perform their work, but it brings home to one's mind the risks they run when one is shown, as we were shown yesterday, a large and "big" piece of metal consisting of the base of a 4-in shell, which came near putting an end to the messes and trials of two newspaper men, Messrs Smith and Cowen. It appears that on board the Chinese ships a most careful watch was kept on the movements of those on shore. Single individuals were not to waste powder and must not be seen as a small group formed on an eminence to observe the operations, the gun-crews of the nearest Chinese ship began practice, and very good practice it was too at times, the pieces on such occasions being probably laid by foreign gunners.—*Japan Advertiser*.

# THE IMPENDING REVOLUTION IN CHINA.

On the 12th inst. we referred editorially to certain matters that had come to our knowledge regarding a revolutionary movement in China. We find that some of our northern contemporaries have been dealing with the same subject, although some of them apparently are aware of the actual state of things. The *Peking* and *Tientsin* papers say: "There is every indication that great as is the need for union amongst the different sections of the Chinese nation at the present juncture, that union is sadly lacking. Apparently this is a country in which absolutely nothing is to be brought into a full daylight view. 'The flower white light' of public opinion" would be too destructive of powers which are only strong while they work in shadow and in secrecy. It is therefore impossible to measure the degree of mutual distrust and dissatisfaction which exist. But the fact of their existence, in a very serious degree, is beyond all question. There is a want of confidence between the nation and the Government. To this are due the rumours of rebellion in different parts of the Empire which so constantly arise. We do not attach very much importance to the existence of secret societies, the *Kuo Luo* societies, White Lily societies, Tai Li and Mi Mi are not regarded so far as they have any political bearing, but all of them have a strong tendency to stir up mischief. They are altogether too puny, too reactionary, too wanting in scope and enlightenment, to kindle even the faintest spark of enthusiasm among the masses. They will not be dangerous until the people are wrought to such a pitch of fury against the rulers that they will grasp any weapon, however unpromising, to assail them with. But, apart from secret societies, dissatisfaction of a general and unorganized kind very widely prevails. The corruption of official life is well-known to the people, and though they are not yet ready to rise against the details in any particular case, they are not likely to be minimized. The officials of this city, for instance, even the very highest, are in no good odour with their subject townsmen, who know full well all that gross mismanagement and malversation have done to bring about their country into the present disgraceful state. The T'ung Chow rebellion is now known to be a myth, but none the less may be the mutterings and threats which give birth to the myth. The storm is subterranean, only grows and tremors and exists, but at any time it may become volcanic. There is a want of mutual respect amongst the generals, and the army is infected with disunion. The court is a scene of faction, the army a half-disciplined mob, the nation a disaffected, misgoverned mass, too helpless to save the country and too apathetic to regret the fate of their rulers. Has China no patriots amongst her people? No, she has, as a count as nobles, availing the figure, but making important the huge accumulation of incapable? Can one forget their own gains and sink their own schemes for their country's good? We must say we are tempted to despair of China when we see her, as a whole, in this state. It is in her total inability to understand the exterior world, and her momentary as this. If she is to be saved from wreckage, and if one spoke of nobles be left in her, it is time for her people to awake, and to say—'No more of this; if we are to have war let us have war in earnest; if peace, peace in earnest; but no more of this cowardly and selfish opportunism.' It is time for them to leave their country to come forward and serve her with faithful service; instead of hoping for gain, prepared to lose all for her good, and if need be die that she may live.

# THE 'WEEKLY TOPICIST' IN THE JOURNAL WRITERS.

An imperial edict at Hongkong is in contemplation. The edict companies in that city are not to be allowed to be in the habit of their exorbitant charges for writings have started even the sleepy old birds of the Advertiser into running an opposition shop. This is a warning against making the Imperial Cui too roughly, and we respectfully invite the attention of some local tradesmen to the fact that their prices on the necessities of their business are not so high as they are. There are exceptions; but let the guilty ones 'take a thought and mend.' Hark in your ears, worthy friends. What say you to Co-operative Stores, and such like devilish machinery for reducing prices? A Naval dock at Hongkong implies Dock Officials, for the British Government's festoons to its establishments with these useless but ornamental personages. It will be a boon to the general public, because it will bring to Hongkong persons of recognizable social status with whom the officers will be able to mix freely, without doing violence to their gentlemanly feelings. Friction will cease all round, the Hongkong newspapers will be interesting reading.

Early in November pressure connected with the Christmas season commenced in the London Post-office on all the outgoing Australia and For Eastern mails. On November 16th, 1700 bags of mail matter were despatched by the *Admiral*, as compared with 1650 the year before, and 100 at least in excess of the record. On December 7th, the mail to India and Australia combined with the China and Japan mail by the French steamer consisted of 1840 bags, 245 more than were consigned by the *Admiral* of all in 1893. The *Admiral* of 1894, 1700 bags of mail matter were despatched by the *Admiral*, as compared with 1650 the year before, and 100 at least in excess of the record. On December 7th, the mail to India and Australia combined with the China and Japan mail by the French steamer consisted of 1840 bags, 245 more than were consigned by the *Admiral* of all in 1893. 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## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
City (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, March 19, at noon.  
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, April 9, at noon.  
Belic (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Thursday, May 9, at noon.

THE Steamship GOPTIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 19th March, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China, Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Visas to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 28, 1895. 413

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Wednesday, April 17, at noon.  
China (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Tuesday, April 30, at noon.  
Peru (via Nagasaki, Kobe, Inland Sea & Yokohama) ... Saturday, May 18, at noon.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, 17th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. All Parcel Packages should be marked to address in full, value of same in required.

Consular Visas to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 9, 1895. 409

## Mails.

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANÇAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th March, 1895, at Noon, the Company's S.S. SAGHALIEN, Commandant: CHATELAIN, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th March, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. TOURNIAIRE, Acting Agent.

Hongkong, March 6, 1895. 473

## STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship RAVENNA, Captain F. COLE, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, on THURSDAY, the 28th March, at Noon, taking Passengers and Cargo for the above Port. This Steamer connects at Bombay with the PENINSULAR, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 10th APRIL, 1895.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 14, 1895. 534

## NORDEUTSCHER LLOYD.

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,

NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Bayern..... Monday | April 1.

Preussen..... Monday | April 23.

Karlsruhe..... Monday | May 27.

Prinz Heinrich..... Monday | June 24.

Bayern..... Monday | July 22.

Preussen..... Monday | August 19.

ON MONDAY, the 1st day of April, 1895, at 3 p.m., the Company's Steamship BAYERN, Capt. SCHMÖLDER, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places, calling at NAGASAKI and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 30th March, Cargo and Specie will be received on board until Noon, on MONDAY, the 1st April, and Parcels will be received (at the Agency's Office) until Noon, on SATURDAY, the 31st March. Contents of Packages are required. No Parcel Receipts will be signed for less than £2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELOERS & Co., Agents.

Hongkong, March 11, 1895. 506

## WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.

CHINA MAIL OFFICE.

## Intimations.

## STAINFIELD'S PRIVATE HOTEL.

3 DUNDRELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience.

Accommodation for Table Boarders. Particulars, Address,

MRS. STAINFIELD, Proprietress.

Hongkong, January 5, 1895. 33

## Intimations.

## CHAN A-TONG.

COAL MERCHANT.

No. 5, ARCADE STREET, EAST.

Business Office: No. 21, Gilman Street.

478

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received

the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

## CANADIAN PACIFIC RAILWAY COMPANY'S

## ROYAL MAIL STEAMSHIP LINE.

1895.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Two Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 20th March.

EMPRESS OF INDIA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 10th April.

EMPRESS OF CHINA, Comdr. O. F. MONTAGU, R.N.R., WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC.

WITHOUT CHANGE—these connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY (the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, February 20, 1895. 362

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## HANDKERCHIEF

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## RIGAUD'S WHITE VIOLETS.

## RIGAUD'S IRIS AMBRE.

## RIGAUD'S FOUGERE ROYALE.

## RIGAUD'S DIRECTOIRE.

## RECOMMENDED FOR THEIR

## SWEETNESS, DELICACY, AND ARISTOCRATIC QUALITIES.

## RIGAUD &amp; CO., Perfumers,

## PARIS &amp; NEW YORK.

## SOLD EVERYWHERE.

## SHARE LIST.—QUOTATIONS.—MARCH 15, 1895.

Stocks. No. of Shares. Value. Paid up. Closing Quotations, Cash.

BANKS.

Hongkong and Shanghai Bank Co., Ltd., 80,000 125 all 144 1/2 prem., sales & sellers

New Bank of China, Ltd., 100,000 10 1/2 110 nom.

Bank of China, Japan and Straits, Ltd., 100,000 10 1/2 110 nom.

National Bank of China, Ltd., 100,000 10 1/2 110 nom.

MARINE INSURANCES.

Qanton Insurance Office Co., Ltd., 10,000 25 1/2 5 1/2 117 1/2, buyers

China Traders' Insurance Co., Ltd., 24,000 83 3/4 2 1/2 165, sales and sellers

North China Insurance Co., Ltd., 5,000 20 1/2 2 1/2 170 1/2, sales

Straits Insurance Co., Ltd., 30,000 10 1/2 2 1/2 115 1/2, buyers

Union Insurance Society Co., Ltd., 10,000 25 1/2 5 1/2 115 1/2, buyers

Yangtze Insurance Association, Ltd., 8,000 100 60 90, sales

INSURANCE ASSOCIATIONS.

China Fire Insurance Co., Ltd., 20,000 10 1/2 2 1/2 177, sales and buyers

Hongkong Fire Insurance Co., Ltd., 25,000 25 1/2 6 1/2 175, sales, ex div.

DOCKS.

H'kong & Whampoa Dock Co., Ltd., 12,500 125 all 85 1/2 prem., sales

STRAITS SETTLEMENTS.

China and Manila S. S. Co., Ltd., 5,000 5 1/2 1 1/2 165, sellers

Douglas Steamship Co., Ltd., 20,000 5 1/2 1 1/2 161, ex div., sellers

H.K. & M. Steamship Co., Ltd., 80,000 2 1/2 1 1/2 130, sales and sellers

Indo-China S. N. Company, Limited, 60,000 2 1/2 1 1/2 130, sales

China Mutual S. N. Co., 20,000 2 1/2 1 1/2 130, ex div.

Do. (new issue), 20,000 2 1/2 1 1/2 130, ex div.

REFINERIES.

China Sugar Company, Limited, 20,000 10 1/2 1 1/2 140, sellers

Lasso Sugar Company, Limited, 7,000 10 1/2 1 1/2 140, sellers

WHARVES.

H.K. & Kow. Wharf & Godown Co., 20,000 50 all 136, sales and sellers

Wanchai Warehouse and Storage Company, Limited, 2,600 100 37 1/2 137 1/2

LAND AND BUILDING.

Hongkong Land Investment and Agency Company, Limited, 50,000 10 1/2 5 1/2 134 1/2, sales and sellers

Kowloon Land and Building Co., 6,000 5 1/2 3 1/2 98

Humphreys' Estate & Finance Co., 13,400 1 1/2 1 1/2 110, sales

West Point Building Co., Limited, 12,500 5 1/2 4 1/2 115, sellers

TRAMWAYS.

H.K. High Level Tramways Co., Ltd., 1,250 10 1/2 1 1/2 100, sales

MINING.

Jelobu Mining & Trading Co., Ltd., 15,000 1 1/2 1 1/2 130, sales

Douglas Mining Co., Ltd., 60,000 4 1/2 3 1/2 135, sales and sellers

Societe Francaise des Charbonnages du Tonkin, 8,000 50 50 175, sellers

New Balmoral Gold Mining Co., Ltd., 60,000 3 1/2 1 1/2 134, sales and sellers

Raub Aust. Gold Mining Co., Ltd., 20,000 2 1/2 1 1/2 110, sales

Societe Francaise des Houilleres de Tournaing, 8,000 50 50 175, sellers

CHINA-BORNEO COMPANY, LTD.

H. O. Brown & Co., Limited, 6,000 5 1/2 1 1/2 110, sellers

HONGKONG HOTEL COMPANY, LTD.

A. H. Wat on & Co., Limited, 30,000 10 1/2 1 1/2 130, sales and buyers

Dakin, Oriskany & Co., Ltd., 50,000 10 1/2 1 1/2 130, sales

H.K. and China Gas Co., Limited, 7,000 2 1/2 1 1/2 112 1/2, buyers

Hongkong Electric Co., Limited, 30,000 10 1/2 1 1/2 134 1/2, sales and buyers

BRICK AND CEMENT.

Green Island Cement Co., Ltd., 20,000 5 1/2 1 1/2 110, sales

Hongkong Brick & Cement Co., Ltd., 4,000 10 1/2 1 1/2 112 1/2, sales and buyers

MISCELLANEOUS.

Bell's Asbestos Eastern Agency, Ltd., 3,000 2 1/2 1 1/2 110

Chung Hing & Co., Limited, 1,000 1 1/2 1 1/2 110

Geo. Fox & Co., Limited, 6,000 10 1/2 1 1/2 110, sales

Hongkong Bakery Company, Ltd., 3,000 10 1/2 1 1/2 110, sales

Hongkong Dairy Farm Co., Ltd., 3,000 10 1/2 1 1/2 110, sales

Hongkong Ice Company, Limited, 6,000 10 1/2 1 1/2 110, sales

H'kong Roe Manufacturing Co., Ltd., 8,000 10 1/2 1 1/2 110, sales

FOUNDER'S SHARE.

LOANS.

Amount. Value. Interest. Quotation.

Chinese Imperial 1895, £1,787,300 £1,250 7 1/2 p. annum 10 1/2 prem., sales